

THE DELAWARE^{AND} HUDSON COMPANY BULLETIN

*The
D.H.*

DECEMBER 15, 1925

LOOKING SOUTH FROM INDIAN PASS

Ring Out Wild Bells

RING OUT wild bells to the wild sky,
The living cloud, the frosty night;

The year is dying in the night;

Ring out wild bells and let him die.

Ring out the old, ring in the new,

Ring happy bells across the snow;

The year is going, let him go,

Ring out the false, ring in the true.

Ring out the grief that saps the mind,

For those that here we see no more;

Ring out the feud of rich and poor,

Ring in redress to all mankind.

Ring out the want, the care, the sin,

The faithless coldness of the times;

Ring out, ring out my mournful rhymes;

But ring the fuller minstrel in.

Ring out false pride in place and blood,

The civic slander and the spite;

Ring in the love of truth and right,

Ring in the common love of good.

Ring in the valiant man and free

The larger heart, the kindlier hand;

Ring out the darkness of the land,

Ring in the Christ that is to be.

— Tennyson.



The D. & H.

The
DELAWARE AND HUDSON COMPANY
BULLETIN

The D. & H.

Vol. 5

Albany, N. Y., December 15, 1925

No. 24

Proud of Unique Record

Nearly Thirty-Eight of Veteran Conductor's Fifty-One Years of Service Were Devoted to the Same Run on Our Au Sable Branch

ABILITY to serve well and faithfully, those who give us employment is a major element of success. And a reliable gauge of this success is to be found in our record of service. It is well, therefore, to observe that an employee who for fifty-one years and three months was continuously in the service of the Company, earning merited promotion meanwhile, was a successful railroad man.

That was the record of HUGH BRENNAN of No. 79 Court Street, Plattsburg, N. Y., who concluded his work as a passenger conductor on January 1, last, and retired on a pension. That he is justified in the pride he takes in his long career, all will agree. Not only did he serve the Company well during those years, but likewise, the public which often is more critical and exacting.

His record was unique in the fact that for thirty-seven years, four months and fifteen days he traveled the Au Sable and Mooers' branch of the Champlain division on the same run. During all of that time he was associated with GEORGE BOSLEY, a trainman who retired on March 1, last, and for nearly thirty years DAVID A. PALMER, a respected pensioner, was his engineer. Parker Pidgeon, whose real name was Louis Dignard, up until his death five years ago, also was a brakeman on the same train for twenty-six years.

Surely, few exceptions to such a record can there be found.

One thing that contributed greatly to his success was his disposition to work steadily. "I'll bet," he observes, "that for the first twenty years

I was on the Mooers' branch, I didn't lose a month altogether. I took the run in '87 and up until 1893 I never lost a day, and in all my experience I never lost a day on account of sickness."

There are people living in the country served by the Au Sable branch who cannot recall the day when another conductor ran the train he held, up until the time of his retirement. Boys and girls he knew as children are now men and women with children of their own. To them he was as much a part of the railroad as were the engines and cars that ran to Au Sable Forks, or to Rogers, two miles east, where the trains stopped before the branch was extended to its present terminus. Characteristic of this feeling is an account of his retirement



HUGH BRENNAN

which appeared in the *Elizabethtown Post* of April 30, last.

"The announcement that Conductor Hugh Brennan and Baggageman George Bosley had resigned from the service of the D. & H.," observed the *Post*, will strike the people of this village with almost the same force as would the announce-

The Delaware and Hudson Company Bulletin

ment that the company had decided to discontinue the branch itself.

"There is not a man, woman or child in Au Sable Forks who have ever ridden on a train who do not know these men. They seemed as much a part of the railroad as the trains themselves and were regarded by many in this village as their main connection with the outside world. Day in and day out, for thirty-seven years these two men have made their two daily trips to Au Sable Forks. Few, indeed, are those here who do not know them and have not received some favor at their hands. They were the old-fashioned type of railroad men who made it a point to be friends with the patrons of the road.

"These two, with 'Dave' Palmer, the engineer, who retired a year or so ago, formed a triumvirate such as probably has never been on any railroad. Palmer was railroading some time before the other two, but was on the Au Sable branch with them for years. He was a Mooers' man and a son of one of the builders of the Au Sable branch, the cut known as 'Palmer Cut,' on this branch taking its name from the elder Palmer."

Never did he earn a cent except on a railroad. He was born at Haverstraw, Rockland County, New York, on the route of the West Shore railroad, October 22, 1858, and was the second youngest of six children of the late Patrick Brennan, a brick-maker. When he was two years old his mother died, and four years later the family moved to Chicago where the father was employed in a south-side brick yard that was managed by a brother-in-law.

It was in Chicago, therefore, that he passed his boyhood days until he was fifteen years of age. Then he set out to find his place in the world and chose New York City as his destination. The journey was one of thirty-six hours, but at Hancock, N. Y., he met a contractor who was double-tracking the Erie road from there to Lordsville and engaged with him. He continued in that work until early in September, when he went to New York City and thence to his old home in Haverstraw for a visit.

It was at about that time that he learned of the building of the New York and Canada railroad, as that part of our system north of Whitehall was familiarly known years ago, and he decided to seek employment there. Leaving New York on a river boat, his experiences of the next few days were highly exciting for he resorted to every known means of transportation in order to reach his destination, and, boy-like, insisted on traveling free most of the way although he was far from being without funds with which to pay his fare if need be.

From Whitehall, in company with some other boys of about his own age, he tramped to Chubb's

Dock (now Clemons) on Lake Champlain and hired out to John Whalen who was in charge of the construction work then being done between Whitehall and Addison Junction. He was assigned to a section of the work over which "Ed" Whalen was the "walking boss," driving a horse and two-wheel cart.

At that time the long trestle that for many years afterward formed a link in the road immediately north of Whitehall, had not been built and in order to have a locomotive and cars with which to haul gravel it became necessary to transport them from Whitehall aboard a lake boat. Much of the rail also was delivered after this manner.

"Ed" Whalen, who had had some experience running a train in the west, was the conductor of this first train and "Bill" Leland, the engineer. The photograph shown in connection with this article is believed to be one of that train.

As time went on he was drawn closer and closer in touch with the gravel train and in 1874, went braking for Whalen. From then on, as the construction of the road progressed northward, his time was divided between the work train in summer and freight service during the winter months, and he was associated, meanwhile, with such men as Tim Connors, Jim Whalen, Bill Ackert, Dan Corbett, Walt Bernard, George Corbin, Ben Holcomb, Frank Brown, and many others well known to that period of railroad life.

Always an apt student and most ambitious to get ahead, he enjoyed the confidence and trust of those under whom he worked. Thus, his opportunities to prove his ability were many and on more than one occasion he was entrusted with the running of the work train during the absence of the conductor.

On April 1, 1877, he received his much coveted promotion and was sent to Whitehall to run a work train, with NICK CORBETT as engineer, to Dresden. There had been something of a panic in Whitehall that winter and many men who in later years were identified with the train service, either as engineers or conductors, were aboard the train as laborers and he recalls not a few amusing incidents that developed a mile or two north of Putnam, where the tracks had to be cleared of a heavy slide of blue clay.

Again that fall, following a somewhat customary practice, the work train was taken off and he was obliged once more to go braking. When he again went running the next spring it was in extra freight service out of Whitehall, opposite to JACK ROBINSON. Then in the spring of '78, he again got the work train, but in the winter once more was obliged to return to the extra board.

In the spring of 1880, he went to Green Island and that summer was in charge of a work train during the double-tracking of the road in the

(Concluded on Page 10)

That Saratoga "Get-Together"

Sixth Annual Dinner and Dance of Saratoga Division Employees, Attended by 365 People, Excels All Previous Records

TO meet another in a social way, to know another better in the real self, to come to enjoy the company and associations of our fellow workers is the worthy intent of the "Get-Together" spirit. It develops acquaintance, and therefore, appreciation. It stimulates sociability and thereby engenders a fellowship the true value of which cannot fairly be appraised. It is, indeed, the shibboleth of good folk.

It is this spirit, given full rein for an evening, that for six successive years has brought together the employees of all departments on the Saratoga division in a way that has now become a well established custom with them. Each succeeding year the "Get-Together" spirit has extended its influences farther and farther, and each year, as a consequence, has seen past efforts, as splendid as they were in their day, overshadowed by a greater response to the general invitation which is issued by the committee in charge and a more gratifying success generally.

Meeting space engaged in other years became overtaxed and it became necessary this year to secure quarters which would better accommodate the crowd that was expected to gather for its annual evening's round of pleasure. So the Casino in Canfield park, Saratoga Springs, a spacious, substantial building that still breathes of the luxury and wealth that once abounded within its walls, was procured. And there on the afternoon and evening of Tuesday, November 17, 365 employees, many of whom were accompanied by members of their families and other

friends, enjoyed in full measure the many features planned for the "Get-Together" meeting for 1925. And it goes without saying, that so well arranged and so successful was the meeting this year, that announcement of the committee twelve months hence will be eagerly awaited and that the Casino, if again engaged, will be taxed to its full capacity.

To prepare for such an evening is no small task. Keen foresight, good judgment, an appreciation of the likes and dislikes of folk of many whims and fancies, a willingness to engage in hard work, and an ambition to excel all previous successes are a few of the essential requisites to be possessed by those with whom the responsibility for making all necessary arrangements is entrusted.

Yet, led by C. H. KEMP, division agent, who takes a real delight in making a success of this "one big evening," the committee never fails to function in a way that can bring it only

commendation after the event has passed into history. Those who assisted Mr. KEMP in this work were C. W. ANTHONY, secretary and treasurer, F. J. FORSTER, L. G. NICHOLS, GEORGE J. CORRIE, C. M. ACKER, S. H. MOSIER, M. COLLINS, CHARLES SICKLES, J. M. BURKE, J. A. DOHERTY, W. H. HYDE, A. D. WAGAR and V. C. WINNEY.

Bridge, euchre and five hundred occupied the attention of those who were able to spend the afternoon at the Casino and to the successful players in each class cigars, cigarettes, ladies' and gents' scarfs, silver and cut glass articles, hand-bags, bill folds and key cases were awarded as prizes, as follows:

At Saratoga

THERE'S a town called Don't You Worry,
On the only railroad worth while,
Where the Cheer-Up and Be-Happy,
Blossoms sweetly with a smile.
Where the Never Grumble Flower,
Blooms beside the fragrant Try,
And the Ne'er-Give-Ups and Patients,
Point their faces to the sky.
We are now in Saratoga,
Where the mineral waters flow.
For our "Get Together" Meeting,
The Sixth one as you know.

There are thoroughfares delightful,
In this very charming town,
And on every hand are shade trees,
Named the Very-Seldom-Frown.
Rustic benches, quite enticing,
You'll find scattered here and there.
And to each a vine is clinging,
Called the Frequent-Earner-Prayer.
Everybody here is happy,
In true Delaware and Hudson style,
In this town of Saratoga,
On the only railroad worth while.

—With Apologies.

The Delaware and Hudson Company Bulletin

Euchre—Mrs. W. Mulhern of Albany, first; Mrs. Peter Heffern, Colonie, second; W. A. Van Bergan, Green Island, first; and, Peter Heffern, Colonie, second.

Bridge—Mrs. F. J. Forster, Albany, first; Mrs. H. J. Davies, Ballston Lake, second; A. Caloconia, Corinth, first; and J. A. Doherty, Saratoga Springs, second.

Five Hundred—Mrs. J. P. Hastings, Mechanicville, first; Miss Falvey, Fort Ann, second; A. J. Train, Fort Ann, first; and, F. A. Greenwood, Mechanicville, second.

At 7:30 p. m., a full course dinner of roast turkey was served under the direction of H. P. Cook of the Reservation restaurant, aided by a corps of twenty-five members of the Saratoga Chapter of DeMolay who served the members of the party seated at tables that accommodated either four or six diners each. This menu included consomme, fruit cocktail, olives, celery, pickles, roast turkey, creamed onions, cranberry sauce, mashed potatoes, rolls, Neapolitan ice cream, assorted cakes, coffee and at all times there was an abundance of Geyser and Vichy spring waters to be had through the courtesy of the Saratoga State Water Corporation and the Saratoga Vichy Spring Company.

The dinner scene was one of cheer and good fellowship and during the time an excellent musical program was rendered, following a brief but happy welcome extended by J. E. FAIRHEAD, division superintendent, as follows: Medley overture by Howland's orchestra, led by FRANK HOWLAND, assistant baggagemaster at Mechanicville; dancing and songs by Miss Hazel Howland and Miss Kathleen Welch; a tenor solo by HARRY LAPERCHE, with Edward LaPerche at the piano; musical novelties by the Mechanicville trio composed of T. E. WELCH, ticket agent, and his daughters, Alicia and Kathleen, and selections by the Colonie Car department quartet, the members of which are PETER HEFFERN, PAUL CLICKNER, CHARLES RUITZ and JOHN KEEFE.

Dancing followed the dinner, with Howland's orchestra repeating its efforts of other years in an endeavor to give those on the floor a chance to dance as much as they might please. During this time Frank Shepard and Miss Hazel Howland gave an interesting exhibition of the Charleston and other pleasing features included a Paul Jones dance, a souvenir, moonlight, rainbow and serpentine dance. This popular pastime continued until one a. m., and at one-thirty o'clock, a special train, courteously provided by the Management for the accommodation of those living south of the Spa, left for Albany. A few minutes later, train No. 7 arrived and those of the happy party who still remained availed themselves of its use in reaching their homes.

During the evening, many availed themselves of the opportunity to inspect the Casino, although

the upstairs rooms which eventually will be devoted to the purposes of a museum and which now are well filled with rare and interesting relics of another day were not open for general admission. The building was erected in 1865 for John Morrissey, father of the Saratoga Association for Improvement of the Breed of Horses, member of Congress, and a boxing champion, and later passed to the Canfield interests. A steel sheathed desk and an antique metal safe, similar to those associated with the lore of early ships, greet the visitor on entering the hall, but equally unique among the furnishings is a rug of one-piece weaving which is forty-five feet wide by seventy feet in length. It was woven in Scotland and, because of its unusual weave, required a loom of special construction. It cost \$12,000.

Bowlers' Dance A Success

BETWEEN two hundred and two hundred and fifty employees of the Company in Albany and vicinity, and their friends, attended the first annual dance of the Ladies' and Gentlemen's Bowling Leagues of The Delaware and Hudson Athletic Association, which was held in the Aurania Club in Albany, on the evening of Thursday, November 19. It was a very gratifying success, socially and financially, and the committee in charge of the arrangements is most appreciative of the cooperation that was extended from every source. That there will be a repetition of this delightful "get-together" at some future date, there seems to be no doubt.

When you think the door to a successful future is closed against you, the ivory knob that holds it shut isn't on the door.

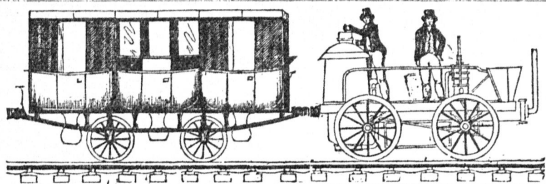
"Waiter," said a customer, after waiting fifteen minutes for his soup. "have you ever been to the zoo?"

"No, sir."

"Well, you ought to, you'd enjoy seeing the turtles whiz past."—Selected.

INSURANCE CLAIMS PAID NOVEMBER, 1925

Death benefits	- - - -	\$13,000
Health benefits	- - - -	5,882
Accident benefits	- - - -	600
Accidental Death and Dismemberment benefits	- - - -	None
Total and Permanent Disability benefits	- - - -	679
Total benefits	- - - -	\$20,161



RAIL-ROAD JOURNAL.

VOL. I.

NEW-YORK, JANUARY 2, 1832.

No. 1.

AMERICAN RAIL-ROAD JOURNAL.
The subscriber proposes to publish a weekly Journal, com-
mencing about the first of January, ensuing, to be called the
AMERICAN RAILROAD JOURNAL.
"In offering this proposed work"

[men of experience in the construction and use] of rail-roads here; and to afford the whole at so cheap a rate, as to be within the reach of every per-
son interested in the subject.

The following extract from a treatise on Rail-
roads, by NICHOLAS WOON, Esq., will give an idea
of the plan we have any

An Early Railroad Journal

*Volume of Second Publication to Deal With Railroad Progress in America Is Pos-
essed by Martin Crippen, Claim Agent on the Pennsylvania Division*

ON January 2, 1832, D. Kimball Minor, located at No. 35 Wall Street, New York City, began the publication of the "American Railroad Journal." In offering the *Journal* to the public, he announced his intention to thereafter "diffuse weekly a more general knowledge of this important mode of communication (rail-road), which, at this time, appears to engage the attention of every section of our country." Each number was to contain "sixteen large octavo pages of three columns," and the subscription price was established at three dollars a year with special rates for club orders.

It was recently the good fortune of MARTIN CRIPPEN, claim agent on the Pennsylvania division, to come into possession of a volume made up of the first twenty-six numbers of the *Journal*, all in a splendid state of preservation. A perusal of this volume, now nearly a hundred years old, proves most interesting, indeed.

This, however, was not the first publication of its kind as its editor soon learned and made due acknowledgment in his fifth number which was issued on January 28, 1832, as follows: "ANTICIPATED—We were not a little surprised, a day or two since, in looking over our exchange papers, to find that ours was not the only publication devoted to the same cause. We had never heard that there was another railroad paper pub-

lished; but were pleasantly disappointed on beholding 'The Railroad Advocate,' a co-worker in the great cause—a quarto semi-monthly paper, published at Rogersville, Tennessee, and conducted by an Association of Gentlemen. We are obliged to them for the twelfth number of their interesting 'Advocate' of Railroads, and shall be still more obliged if they will send us their back numbers, as we have ours to them." Publication of the "Advocate" preceded that of the "Journal" by only a few months, the first number having been issued on July 4, 1831, and altogether twenty-six numbers were printed, the last being dated June 14, 1832. That the editor of the "Journal" was unaware of the fact that he entered the railroad publication field as a competitor rather than an originator was typical of the times and was due, largely, to an undeveloped system of communication. Today, nothing of the sort could happen.

As if to more quickly convey the spirit of the publication, the first issue of the "Journal" carried at the top of its first page the likeness of the "Novelty," an early locomotive built by Braithwait and Ericsson of England, and a "passenger carriage" capable of accommodating eighteen persons, shown in connection with this article. Subsequent issues, however, bore a

(Concluded on Page 14)

The Delaware and Hudson Company BULLETIN

Office of Publication :

DELAWARE AND HUDSON BUILDING.
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 5. December 15, 1925 No. 24

Keeping Christmas

By HENRY VAN DYKE

IT is a good thing to observe Christmas day. The mere marking of times and seasons, when men agree to stop work and make merry together, is a wise and wholesome custom. It helps one to feel the supremacy of the common life over the individual life. It reminds a man to set his own little watch, now and then, by the great clock of humanity which runs on sun time.

But there is a better thing than the observance of Christmas day, and that is, keeping Christmas.

Are you willing to forget what you have done for other people, and to remember what other people have done for you; to ignore what the world owes you, and to think what you owe the world; to put your rights in the back-ground, and your duties in the middle distance, and your chances to do a little more than your duty in the foreground; to see that your fellow-men are just as real as you are, and to try to look behind their faces to their hearts, hungry for joy; to own that probably the only good reason for your existence is not what you are going to get out of life, but what you are going to give to life; to close your book of complaints against the management of the universe, and look around you for a place where you can sow a few seeds of happiness—are you willing to do these things for a day? Then you can keep Christmas.

Are you willing to stoop down and consider happiness—are you willing to do these things for the needs and the desires of little children; to remember the weakness and loneliness of people who are growing old; to stop asking how much your friends love you, and ask yourself whether you love them enough; to bear in mind the things that other people have to bear in their hearts; to try to understand what those who live in the same house with you really want, without waiting

for them to tell you; to trim your lamp so that it will give more light and less smoke, and to carry it in front so that your shadow will fall behind you; to make a grave for your ugly thoughts and a garden for your kindly feelings, with the gate open—are you willing to do these things even for a day? Then you can keep Christmas.

Are you willing to believe that love is the strongest thing in the world—stronger than hate, stronger than evil, stronger than death—and that the blessed life which began in Bethlehem is the image and the brightness of the Eternal Love? Then you can keep Christmas.

And if you keep it for a day, why not always?

But you can never keep it alone.

Fools Names

WHAT possible satisfaction can it be to anybody to inscribe his name on a monument or an historic building, or, in default of anything historic, the walls of a station waiting room? It seems perfectly incomprehensible, and yet the desire is almost universal. Everything that can be reached is defaced in this way.

Some of the people who have been writing their names and addresses and the dates on the monument of the New York Regiment on Little Round Top at Gettysburg, are going to suffer for their itching for publicity. They have given the custodians of the property the means of going and getting them.—*Philadelphia Record*.

Kickers Are Useful

I DON'T mind the man with red-blooded kick,
At a real or fancied wrong;
I can stand for the chap with the grouch, if he's quick
To drop it when joy comes along;
I have praise for the fellow who says what he thinks,
Though his thoughts may not fit with mine.
But spare me from having to mix with the ginks
Who go through the world with a whine.
I am willing to listen to sinner or saint
Who is willing to fight for his rights,
And there's something sometimes in an honest complaint
That the soul of me really delights.
For kickers are useful and grouches are wise,
But spare me from having to mix with the guys
Who go through the world with a whine.

—Selected.

As a certain well-known Free church preacher delivered a fervent sermon on social evils, he came to the matter of alcoholic liquor, and remarked: "If I had anything to do with whisky, beer, rum, or any intoxicating drinks, I should have them all thrown into the river."

In a few minutes he announced the closing hymn, which had been chosen by the choir-master.

It was, "Shall We Gather at the River?"

—Methodist Recorder.

Male Glee Club Scores Big

Excellence of New Musical Organization of The Delaware and Hudson Athletic Association is Attracting Attention, Far and Wide

DURING the past two months a male glee club composed of our employes in the various departments in and in the vicinity of Albany, has been developed to a point where it is attracting state-wide attention. These men, many of them unfinished, insofar as a musical education was concerned but who, nevertheless, possessed excellent talent, have been taught the rudiments of music theory by E. C. LAPERCHE, assistant supervisor of wage and working agreements and director of the club, and all now are capable of reading music and of singing in parts. This is a departure from former practices in this respect and its worth has been proven by the unusual results that have been realized within such a short time.

On Monday evening, November 16, the club made its debut in Buffalo, where it presented an old-fashioned minstrelsy for the entertainment of the local Transportation Club. Other engagements have since been filled at the annual Golf Stag of the Wolfert's Roost Golf Club of Albany, the annual "Get-Together" of the Crafts of Car-men and Machinists at Whitehall, the Albany Club, Albany's exclusive social center, and on the evening of Thursday, December 17, the club will appear before the members of the Fort Orange Post of the American Legion, in Albany.

At present the club has twenty-four members, but as it is the ambition of those in charge of its activities to increase this number to forty, applications will be welcomed from those who possess good voices, although, perhaps, they have failed to fully develop this talent.

The make-up of the cast that appeared in Buffalo was as follows:

Specialty men—JOHN WATSON, piecework inspector, Green Island Car department; and, WILLIAM McDERMOTT, wreckmaster on the Saratoga division.

Tenors (first)—J. J. KEEFE, car repairer, Colonie; J. BOYD ALLENDORPH, ARA clerk, Colonie; NELSON F. GREEN, car repairer, Colonie; EDDIE DILLON, yard clerk, Green Island; H. F. LAPERCHE, clerk, Albany; and W. F. SHEEHAN, general agent, Passenger department, New York City; (second)—JAMES E. BRITTON, gang leader, Car department, Colonie; NEIL M. KEEFE, air brake repairman, Car department, Colonie; WILLIAM W. O'BRIEN, air brake repairman, Car department, Colonie; PETER A. HEFFERN, saw filer,

Car department, Colonie; VINCENT S. DANKS, machinist apprentice, Colonie; and, ELMER G. WALLACE, head ARA clerk, Colonie.

Basses (first)—WILLIAM SHAW, machinist helper, Colonie; PAUL B. LAPERCHE, clerk, Motive Power department, Colonie; PHIL ROBERTS, machinist, Colonie; LEROY P. DESSINGER, compositor, Printing department, Colonie; and, CHARLES N. RUHTZ, material and supply inspector, Car department, Colonie; (second)—PAUL CLICKNER, air brake repairman, Car department; Colonie; DANIEL C. CLANCY, car repairer helper, Colonie; WILLIAM H. LINTNER, lumber clerk, Stores department, Colonie; JOHN J. CROWLEY, yard clerk, North Albany; and, CLARENCE LEONARD, head clerk, Colonie "Back Shop."

End Men—DANIEL P. FOLEY, assistant road foreman of engines, Saratoga division, and, WALTER J. MELIUS, assistant road foreman of engines, Champlain Division, Mr. Green and Mr. Clancy.

Interlocutor—F. L. HANLON, supervisor wage and working agreements, Albany.

Musical Director—E. C. LAPERCHE, assistant supervisor wage and working agreements, Albany.

The entertainment at Buffalo opened with "A Minstrel's Delight" by the entire company, following which there was a solo, "Hotsy Totsy," by Mr. MELIUS; a trio selection, "Student Prince," by MESSRS. DILLOX, BRITTON and SHAW; solo, "Yes Sir, That's My Baby," by Mr. FOLEY; solo, "Song of Songs," by Mr. HARRY LAPERCHE; a comedy act by MESSRS. WATSON and McDERMOTT; chorus selections, "Close Harmony," and "Two Lovely Black Eyes;" solo, "Bells of the Sea," by Mr. CLICKNER; solo, "Thank God for a Garden," by Mr. SHEEHAN; quartet selection, by MESSRS. CLICKNER, RUHTZ, HEFFERN and KEEFE; solo, "Song of the Vagabonds," by Mr. CROWLEY; solo, "Brown Eyes," by Mr. GREEN; solo, "Trouble," by Mr. CLANCY; and, as a closing number, "Minstrel's Farewell," by the entire cast.

The "Installment Plan" and the "Garnishee Law" are twins—brothers of evil. One urges you into debt. The other offers a way of collection, as a last resort.

Keep out of debt. Any man who advises you to go into debt, whether he means to be, or not—whether he knows it or not—is your enemy, not your friend. Debt for a poor man, is liable to be a tragedy, even when contracted through necessity.

—George F. Johnson.

Proud of Unique Record

(Continued from Page 4)

vicinity of Waterford Junction, and that winter ran with George Hydon and Tom Hardy in freight service. He also had a work train during the time the road was being widened and double-tracked between Mechanicville and Alplaus, and HENRY LONG was "pulling" him. It was during that time that LONG was taken to guard a point at Mechanicville where the Boston and Hoosac Tunnel (now the Boston and Maine) management threatened to cross our tracks, which interesting incident was recalled in an account of his service, published in THE BULLETIN of March 1, 1924.

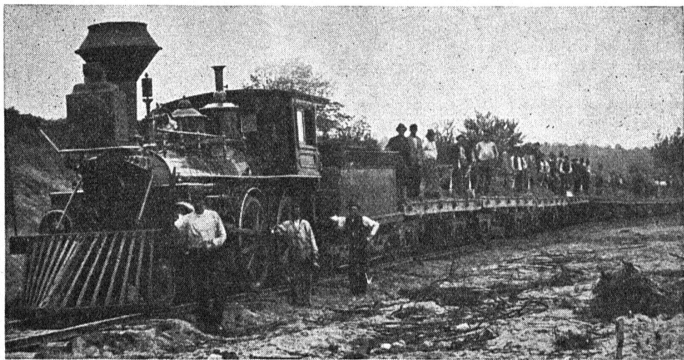
And so the years passed, with him to be found either in work train or freight service anywhere on the road north of Albany—at Whitehall, Schenectady, Troy, Rutland, Saratoga Springs, and, on one occasion, holding a run that took him to Quaker Street (now Delanson) on the Susquehanna division. Then, on August 17, 1887, he succeeded A. B. Stafford as conductor on the Au Sable branch, Stafford going to Los Angeles, where he became superintendent of a traction company and later was employed as a passenger conductor on the Santa Fe.

"I want to tell you," he says in drawing a contrast between conditions as they existed on the branch then and now, "that there is a big change between now and thirty years ago. At Rogers our train was met by stages from Saranac Lake, Leon Lake, Lake Placid and many other places off the railroad. The horses that drew these

coaches often exceeded 150 and the sight, as a whole, was most interesting."

Although his age and length of service made him eligible for a pension, the discontinuance of the Moers' branch undoubtedly was a big factor in bringing about his retirement. Any run on the division was his for the bidding, but somehow or another none seemed to possess the same incentive to further service that the old run held and so he decided to take a well-earned rest. It is nearly a year now since he left the road and while he still takes a great interest in the goings and comings of his associates who are still a part of its life, and likes to talk over days that now are but a memory, he claims to have escaped the lonesomeness that often follows retirement from our more active pursuits.

In his comfortable home in Court Street, he now enjoys the company of his wife. They were married on September 15, 1884. He is a member of The Delaware and Hudson Veterans' Association, a charter member of Thomas Dickson Division No. 171, Order of Railroad Conductors, which was organized in Troy in 1884, but is now located at Mechanicville, though in later years he has been affiliated with Whitehall lodge, No. 451; a communicant of St. John's Roman Catholic church of Plattsburg; and a member of Knights of Columbus Council No. 255 of that city, and a charter member of its Fourth degree.



A WORK TRAIN OF MR. BRENNAN'S EARLIER DAYS

How to Prevent Rough Handling

Constant Adherence to All Rules Governing the Handling of Locomotives and Cars Will Go Far to Reduce Damage Claims Says Engineer

IT is not a bad idea, occasionally, to learn just how some of the vital problems with which we are confronted as railroad employees, are viewed by those who are engaged in a similar work on other systems throughout the country. In our claim prevention activities the rough handling of cars is a condition that constantly is being studied. Recently, a competitive writing contest based upon the subject, "How to Prevent Rough Handling of Cars," was participated in by trainmen, yardmasters, switchmen and other employees of the Rock Island Lines and we are publishing herewith the paper prepared by George H. Young, a conductor of Shawnee, Oklahoma, which was awarded the first prize. This paper was published in the October issue of the *Rock Island Magazine*, and is as follows:

The matter of rough handling of cars is a feature that should be brought to the attention of all concerned, and while some of the following rules cover the ground that is already covered by the rules now in effect, perhaps, it goes without saying that some men only have in mind the one thing when reading a rule and that is the bearing it has on the subject he is at that particular time studying, while if the same rule was brought to his attention in the study of another feature, he would perform his work in a way that would show quite an improvement.

Rule 1—"Signals will be given on the engineer's

side as far as possible, even going to extra trouble to do so."

Comment:

This will help to avoid a possible misunderstanding of the signal, or reduce the number of possibilities of a misinterpretation, by the less number of persons having to do with it.

Rule 2—"Vicious signals will not be given only in case it is necessary to do so in preventing an accident."

Comment:

Many times, if the vicious signal is acted upon by a vicious handling of the engine, the result will be broken knuckles, knuckle pins and the weakening of draft timbers to an extent that if no apparent damage is done at the time, the cars so handled will break down after they are in trains.

Rule 3—"Cars will not be allowed to come together with both knuckles closed."

Comment:

When a knuckle is closed and is hit by another closed one there will be a side strain upon both the draw head as well as all of the draft timbers and the loosening

of bolts with which they are held together, thus weakening the whole structure of the car.

Rule 4—"Cars will not be 'wabashed' or cornered into clear."

Comment:

Account a car not going quite to clear another

THE accompanying article on "How to Prevent the Rough Handling of Cars," attracts interest to our own situation in respect to such conditions. And it is because of this that there is submitted below a table which shows the relation of claims paid in settlement of rough handling cases to the total freight claim payments in each year beginning with 1920. These figures are as follows:

Year	Total Freight Claim Payments	Payments Caused by Rough Handling		P. C.
1920	\$387,888	\$79,795		20.6
1921	404,244	75,720		18.7
1922	292,541	49,773		17.0
1923	269,865	54,767		20.3
1924	289,269	51,613		17.8
1925*	168,772	39,353		23.0

* Figures for only the first nine months of 1925 are available, but these indicate that cases of rough handling are claiming a larger percentage of the Claim Dollar than in any other year since 1920. For the first nine months of 1924, total freight claim payments were \$225,979, while the amount chargeable to rough handling during the same period was \$41,362, or 18 per cent. Compare this with 23 per cent for the first nine months of 1925.

The Delaware and Hudson Company Bulletin

track it is sometimes shoved by another car going towards another track letting the corner of one come against that of the other. This is called "wabashing" and will in every case damage both cars to some extent. This practice has become obsolete. However, there are some trainmen and switchmen that get in a hurry to an extent that they will do this instead of taking the time to back out and come against the car again.

Rule 5—"Cars will not be dropped where there is a 'run around' that can be used."

Comment:

Flying switches or dropping cars in many cases result in the throwing of switches under cars, not getting the switch points "over" far enough or one portion of the cut of cars being stopped too soon, causing a side-swipe.

Rule 6—"Signals will be given in a manner that there will be no doubt in the engineer's mind as to what they mean."

Comment:

Plain, understandable signals are desired and will be obtained only when trainmen and switchmen fully appreciate the fact that the position they place themselves in when a signal is given has the more to do with the results than any other one thing. A "back-up" signal at night will be a "go ahead" signal if the trainman or switchman is not in the right position when the signal is given. If the man giving the signal has his side towards the engineman and is not careful, the circle of the lantern in its up and down movement will show "go ahead," as also if a "go ahead" signal is desired and the trainman in this case has his side to the engine it will partly convey a stop meaning. Too much care cannot be given in passing signals, and the signal-giver should try in theory to place himself in the cab of the locomotive and consider how his signal looks from there, especially at a distance. As far as possible to do so, the one giving a signal should face the one that is to take it. This, however, isn't at many times possible, then the man giving the signal will put forth every effort to form the signal so it will be as plain as it can be under the circumstances.

Rule 7—"At night and if at a long distance from the engine the size of the signal will be increased in proportion it is to be conveyed. The 'back-up' signal circle will be made large, and the up and down motion of the lantern in the 'go ahead' signal will be lengthened."

Comment:

The small circle and a short up and down movement of a lantern at a long distance looks like many different kinds of signals, and is liable to be taken to mean anything or nothing.

Rule 8—"The speed of the movement of the lantern at night, of the hand or some object in the day, will govern the speed of the cars or engine, that the trainman or switchman desires should be brought together, or moved."

Comment:

Enginemen receiving a signal given in the manner that conveys an exact meaning will be able to conform accordingly.

Rule 9—"In coupling into cars, car length signals will be given as to the number of car-lengths the cars are apart."

Comment:

This information when given to an engineman at once conveys to him the distance he has to go before hitting cars, and he can thereby handle his engine in such a manner that there will be no damage done to cars when coupled into. Car lengths are given by bringing the hands together above the head, or bringing one hand to the top of the head if the other hand is being used to hold on to grab irons, in day time, or by giving a short, quick up and down movement with the lantern at night.

Rule 10—"As closely as 40 feet can be judged will govern in estimating car lengths."

Comment:

This can be arrived at by watching the rail lengths, figuring that a rail is about 30 feet long.

Rule 11—"A car will not be knocked into clear by another, cut off at a rate of speed that will cause damage to either car."

Comment:

A car many times goes nearly to clear another track but lacks some ten or fifteen feet in doing so, the trainman or switchman will back off far enough so the next car going against this car will hit it hard enough that both or more than two of the cars will be knocked into clear of the lead or other tracks. This is wrong and when a track will not hold another car or the number of cars desired to be placed therein, they should be all coupled together and shoved the desired space.

Rule 12—"Cars that are known to be loaded with a commodity that will shift, will not be cut off from other cars in switching if there is any doubt as to efficiency of the hand brake."

Comment:

If a car thus loaded hits other cars at a high rate of speed the load will be damaged and the car itself will get the end knocked loose.

Rule 13—"Trainmen and switchmen will at all times be absolutely sure that the view of the engineer is unobstructed."

Comment:

Men giving signals, at times, will be walking with their backs toward the engineer, and either

walk to a point behind buildings, or the engine will get to a point where the engineer for a time will be unable to see them. This feature should be watched very closely.

Rule 14—"Trainmen and switchmen will not cut a car off from other cars in switching that has a 'bad order hand brake' card attached."

Comment:

This special card is information in advance that there is no dependence to be placed in the hand brake in stopping the car, and the car will be shoved to the desired place.

Rule 15—"Trainmen and switchmen will report any defects that come to their attention to the car inspectors."

Comment:

Many defects are hard to detect, and easily overlooked, all concerned should cooperate in watching for defects that, if let go unrepaired, may cause heavy damage to cars. Trainmen and switchmen are in position to find many things that car inspectors would not under different conditions. Defects thus reported should be investigated and repairs made.

Rule 16—"Rule 12-e, page 15 in the Book of Rules governing the operating department will be given to the engineer after a coupling has

been made and the air is ready to be turned into empty air brake pipes."

Comment:

This signal will remind the engineer that he should reduce the air pressure in the brake pipes that are to be drained, thus assuring the more uniform release of the brakes when he is ready to start his train. A train can be thus gotten into motion quicker, as all of the air brakes will have been released at the same time, and not cause an unnecessary hard strain upon draw bars by pulling some cars with the brakes still set. This signal will give the engineer the information that the coupling has been successfully made, and he then can turn his attention to any other matter that is before him.

Rule 17—"Trainmen and switchmen will be sure that cars that are to be coupled into are securely fastened by the hand brakes before the attempted couple is made."

Comment:

This will prevent the rolling out to foul other tracks, over derails and in many ways damaging cars. This is necessary, as cars fail to couple every time the draw bars are out of line, the knuckle lock failing to drop and many other features that make up coupler failures.

(To be concluded in Next Issue.)

Democracy and Leadership

By IRVING BABBITT

WORK, as, in general terms, defined by Bacon, Locke, Adam Smith and Ricardo, is identified with physical effort and Karl Marx has made work the sole legitimate source of property.

Though the orthodox economist makes work, in an unduly restricted sense, the source of wealth, he does not, to do him justice, fall, like Marx, into the further fallacy of identifying work with value. That, Babbitt insists, is largely determined by the law of supply and demand, and by competition. The extreme Marxian not only takes a purely quantitative view of work, so much so that he tends, as has been said, to put the work of a Raphael and that of a common painter on the same level, but in evaluating the product of work he aims to eliminate the competitive element. Recent Marxians have come to take a somewhat less quantitative view of work, but the fallacies that result from a total or partial foundations of socialism. * * * The attempt to apply the utilitarian-sentimental conception of work, and at the same time to eliminate com-

petition, has resulted in Russia in a ruthless despotism on the one hand, and in a degrading servitude on the other.

A conception of work that means a return to barbarism evidently suffers from some serious flaw. * * * The fallacies involved in a purely quantitative definition of work are almost too gross to need refuting. As Mencius remarked long ago, it is proper and inevitable that the man who works with his mind should hold sway over the man who works with his hands. As a result of the concentrated mental effort of the gifted few, an effort displayed either in invention or else in organization and management, the common laborer may today enjoy comforts that were out of the reach even of the opulent only two or three generations ago. If the laborer wishes to add to these comforts, or even to keep them, he should not listen to the agitator who seeks to stir up his envy of every form of superiority. He should be the first to recognize that exceptional capacity should receive exceptional rewards.

The laborer, to be sure, has a grievance; this

grievance is that those who have been set over him have concentrated too exclusively in their mental working on the material order.

The real problem is to subordinate to some adequate end the enormous mass of machinery, of power and comfort; to subordinate the utilitarian to the ethical type of working.

The remedy for the evils of competition is found in the moderation and magnanimity of the strong and successful, and not in any sickly sentimentalizing over the lot of the under dog. * * *

One should note a certain confusion on the part of the advocates of "social justice" as to the nature of capital. * * * Development

depends, of course, on the ability of management, and this ability is not only a part, but the essential part. * * * It is being assumed at present that the capital invested in our railways may be measured by what one may term their junk value.

As a result of this and similar fallacies both the owners and managers of the railways have been so treated of recent years * * * that, if our apostles of service and social justice have their way, considerable portion of the savings of the middle class that is now invested in the railways, either directly or indirectly through the insurance companies and savings banks, may undergo partial or total confiscation.

An Early Railroad Journal

(Continued from Page 7)

reproduction of a "steam carriage" employed on the Hetton Railway of England.

Quite properly, the first issue also contained an article entitled "History and Progress of Railroads," by Nicholas Wood, in which were related some of the early attempts to introduce railroads in England. A list of "Railroads now constructing," or which had been completed and were then in successful operation, also was published as follows:

Baltimore and Ohio—whole length 250 miles—60 miles completed and in use.

Albany and Schenectady—16 miles in length—12 miles in use.

Charleston and Hamburg—135 miles in length—about 20 miles completed, upon which the U. S. mail is carried.

Mauch Chunk, completed and in use, 9 miles.

Quincy, near Boston, now in use, 6 miles.

Ithaca and Owego, 29 miles.

Lexington and Ohio, 75 miles.

Camden and Amboy, 50 miles.

Lackawaxen, 16 miles.

A much longer tabulation than this enumerated the many applications that had been made to the Legislature of New York State for permission to finance various railroad enterprises in different sections of the state, the aggregate capital totalling more than forty-two millions of dollars.

That the editor was subjected to the ridicule that often is directed at men of rare foresight, or exceptional judgment, is evidenced by an editorial that appeared in the third number of the "Journal." Instead of being discouraged by the jests of his critics, he found in them much

of amusement to the extent, at least, that he recounted not a few for the entertainment of his readers. On one occasion he heard a "gentleman" remark: "The Railroad Journal!" Phoebe, what a name! I should as soon think of a Patent-Furnace or Cooking-Stove Journal! A newspaper devoted to railroads? You might as well have an Aqueduct Chronicle or a Turnpike Commentator, as a Railroad Journal." And another had this to say: "Certainly, the Steamboat *Aegis*, or the Steam-Bath Locomotive, or the Steam-Scouring-Visitor, would be a far more attractive title."

Many of the contributions were devoted to the purpose of convincing the reading public of the utility of the railroads and their superiority over all other means of transportation, while others reported proposed railroad construction, the progress of roads under construction, estimates of the possibilities of certain projects, railroad development abroad and other foreign news, canal commerce, New York market quotations, congressional proceedings, treasury and mint reports and various subjects of general interest.

Frequently, mention is found of roads which have since combined to make The Delaware and Hudson system as we know it. One item in one of the first issues, referred to a petition made to the Legislature of New York State to renew the Act incorporating a "Railroad Company from Port Kent to the Forks of the Great Au-Sable River—Capital \$100,000," and others mentioned proposed construction from Whitehall to Troy, with branches; from Cooperstown to the mouth of Shenepus Creek, \$100,000; from Saratoga Village to Fort Edward, \$200,000; from Warrensburg to Glens Falls; and, from Troy to Whitehall.

Clicks from the Rails

Another Regional Advisory Board

With a view of bringing about a better understanding and a more expeditious solution of the transportation problems in Florida, a division of the Southeast Regional Advisory Board is to be organized in that state at once. The proposed organization, set up as a distinct unit in the Southeast Region, will thus establish the same constant relationship between shippers, receivers of freight and the carriers with the Car Service Division as has been so effective in the adjustment of transportation problems during the past two years in other districts of the country. There are twelve of these Regional Advisory Boards now in existence.

The "Cotton Belt" to Broadcast

"One of the owners of the 'Voice of St. Louis,' a cooperative broadcasting project which will make its debut on Christmas eve, is the St. Louis-Southwestern Railway Company operating the 'Cotton Belt Route.' The new station is of the super variety and is ten times more powerful than any other station in St. Louis, thus insuring reception in all parts of the United States and in Canada and Mexico. The 'Cotton Belt' is assigned two one-hour periods each week and its programs will consist of musical numbers and short, instructive talks.

Fifty-Fifty

A young fellow wrote to a firm in St. Louis which was selling razors at fifty cents each, as follows:

"Please send me one of your razors for which I enclose P. O. order for fifty cents.

"P. S.—Have forgotten to enclose the fifty cents, but no doubt a firm of your standing will send one."

They replied:

"We beg to acknowledge your esteemed order, and have pleasure in sending the razor, which we trust you will like.

"P. S.—We have forgotten to enclose the razor, but no doubt a fellow with your cheek don't need one."

Eighteen months in a penitentiary was the penalty imposed in a Jersey City court upon two residents of Newark, N. J., who last January stole a locomotive to aid them in their escape after having robbed a taxicab driver of \$40.

Pleads for Fair Taxation

From fifteen to twenty cents out of every dollar collected from the taxpayers of Massachusetts, which includes various railroad companies, was spent for the maintenance of highways last year. This means that the railroads of the state are paying fifteen to twenty cents of their tax dollar for the upkeep of the highways upon which their competitors, motor bus and truck owners, operate.

Speaking before the Thirtieth Annual Tax Conference held recently at Springfield, Mass., Thornton Alexander, counsel for the Boston and Maine railroad, made this interesting observation:

"Consider, if you please, the difficulty which a railroad encounters in keeping its passenger service up to date. The railroad builds its own right-of-way, has an annual maintenance charge of from \$1,500 to \$5,000 per mile, and in addition pays heavy taxes for general purposes, a large portion of which goes into the building and maintenance of highways for its competitors to use.

"On the other hand, the interstate motor vehicle common carrier in Massachusetts has the highway right-of-way built and maintained for it, pays a nominal fee annually therefor, and practically nothing whatsoever for the general purposes of government.

"This subsidized position of the motor vehicle coach in Massachusetts is ruinous to the railroad passenger business, especially where there is a large commuting business.

Record Passenger Run

Three hours and thirty-four minutes were elapsed from the time of the fastest regular train over the Pennsylvania Lines between St. Louis, Mo., and New York City, by a special train which was run for Guy L. Waggoner of Fort Worth, Texas, on November 15 and 16, in an effort to bring him to the bedside of his sister who was sick in New York. The train, consisting of the locomotive and six cars, covered the 1,053 miles in twenty hours and twenty-six minutes, or an average of fifty-one and one-half miles an hour. Mr. Waggoner is reported to have paid for 125 fares, or \$5,607.

Train orders are now being transmitted by telephone on more than fifty-four per cent of the railroad mileage of this country.

Laws, and More Laws

Altogether, 434 laws for the regulation of railroads have been passed by various state legislatures during the last two years. In 1922, according to E. V. Wilcox, writing in the "Harvard Graduates' Magazine," 1,897 bills for the same purpose were introduced in forty-three state legislatures and of these, 377 were enacted into law. During the last year, 377 more such bills were introduced and fifty-seven more new laws were recorded. Regulation of rates and the operation of locomotives were accorded the greatest attention. Bell ringing devices, fire doors, classification lamps, reverse gears, cab curtains and other equipment were cited in the latter instance.

Train of Locomotives

An unusual train, bound for Cuba, left the Baldwin Locomotive Works at Eddystone, Pa., on Friday, November 20. It consisted of nine locomotives, the first of which was under steam and the remaining eight running idle. Three were Mikados, weighing 26,000 pounds each, were for the Cuban railway, three other Mikados were consigned to the Cuba Northern Railways, and two Moguls of 145,000 pounds each were consigned to the Central Cuba Sugar Company.

Life Term for Train Wrecker

Herbert Hale, twenty-nine years old, found guilty of murder in connection with the derailment of a Louisville and Nashville train on September 5, causing the death of the engineer and the injury of thirty-five passengers, has been sentenced to imprisonment for life by a court sitting at Stanford, Ky. Hale confessed the crime and implicated another man, who is yet to be tried.

Superior transportation for raw materials and finished products is one of the underlying causes of the pre-eminent position which the American worker holds, according to Lewis E. Pierson, vice-president of the United States Chamber of Commerce.

"We all engage in extravagance, public and private, and try to make up for it by clamoring for another reduction in railroad rates."—"Ed" Howe.

SHUT your eyes and throw a rock at a freight car, and no matter where the rock hits you strike a big problem. Does it touch the wheels? They have been subject to years and years of study and designing. Their discs, treads, flanges, the method of fastening to the axle and the metal of which they are made have all alike occupied many hours of fine calculations and costly experiments.

If a tag were pasted on a freight car merely bearing the names in small print of men whose thought and effort have advanced the progress of rolling stock, the car would be hidden from sight under the stickers.

—From the Executives' Magazine.